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BUILD 25-TON DUMP TRUCK; GIVES DATA ON NEW SNOW-LOADING TRUCK

USE NEW TRUCK ON VOLGA-DON CANAL WORK -- Bucharest, Scanteia, 16 Feb 51

The first 25-ton dump trucks have arrived at the work sites of the Volga-Don Canal. Prior to these, the greatest capacity of dump trucks was only 5 tons. The 5-ton trucks could not meet the transport needs after the new excavators, whose buckets can hold 15 cubic meters of earth, had been put into operation.

A group of automobile designers, headed by Engineer B. Shaposhnikov, solved the problem by building trucks with sufficiently large capacity to be used with the giant excavators.

The 25-ton trucks are unloaded automatically in only 30 seconds. The driver is the only man required on the truck.

The wheels of the truck are 2 meters in diameter.

The use of these trucks, which, despite their great power, have a low fuel consumption, permits a reduction in the number of trucks needed to keep the excavators in operation.

In a short time, the 25-ton trucks will be used at all the work sites of the large construction projects.

SPECIFICATIONS OF 2C-3 SNOW-LOADING TRUCK -- Moscow, Avtomobil', 10 Oct 50

In the winter of 1950-51, more than a hundred 2C-3 snow-loading trucks, mounted on ZIS-150 truck chassis, will operate in the streets of Moscow. They have been designed by the Design Bureau of the Public Welfare Administration of the Moscow City Executive Committee and are produced by the administration's Experimental Machinery Plant.

The truck body into which the snow is loaded may, upon slight modification, be used also for loading loose freight, such as coal, peat, vegetables, etc.

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The loading equipment consists of the following elements: a scraper chain conveyer, a feed mechanism which drives the conveyer, driving gear for both the conveyer and feed mechanism, a starter, hydraulic power cylinders, and hydraulic pipes. All the mechanisms are powered by the motor.

The truck has the following specifications:

Productivity

For snow of medium density (cu m/hr) - 350

For coal (tons/hr) - up to 200

Moving speed during operation, with motor shaft turning 1,000 rpm (km/hr)

1st gear - 0.405

2d " - 0.762

3d " - 1.33

4th " - 2.58

Speed of scraper chain (m/sec) - 1.29

Dimensions (mm)

Length - 10,300

Width - 2,750

Height - 2,550

Shovel span (mm) - 2,600

Width of conveyer trough (mm) - 660

Shovel's lifting distance above ground (mm) - 600

Shovel's descent below ground - 150

Fuel consumption (liters/hr) - 8.7

Capacity of fuel tank (liters) - 150

Liquid used in hydraulic system - spindle oil

Capacity of hydraulic system (liters) - 35, including oil tank (liters) - 30

Transportation speed (km/hr) - up to 35

Weight of truck, including fuel load (tons) - 7.8

NEW TREATISE ON CARE OF CARBURETORS -- Moscow, Karbyuratory novykh otechestvennykh avtomobiley, 1950

This 159-page book, written by D. A. Rubets, Candidate in Technical Sciences, and published by the Ministry of Communal Economy RSFSR, is intended for motor transport workers directly engaged in servicing the carburetor. The book contains

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a full description of the latest carburetor types, such as the MKZ-14B (ZIS-150 truck), K-49 and K-49A (GAZ-51 truck), K-22 and K-23 (GAZ-M20 Pobeda car), K-24 (Moskvich car), and MKZ-L3 (ZIS-110 car).

Six chapters discuss the following subjects: (1) operation of the automobile; (2) the fuel mixture and its preparation; (3) principles underlying the basic feeding systems of the carburetor; (4) auxiliary mechanisms for the carburetor; (5) carburetor types and their specifications; (6) servicing and regulating carburetors./

URGES COLD STAMPING BE STANDARDIZED -- Moscow, Izvestiya, 31 Jan 51

In the past few years, cold stamping has been widely employed in machine-building and metalworking plants. The advantages of this method are great, but could be even greater if this method were properly organized.

Actually, every plant applies the method in its own way, making no use of the experience of others. Results are not checked. No instructions, charts, or other guiding material are issued on the subject. No norms or standards are applied to the process; no uniform system, obligatory for all plants, exists. No standards have been established for individual parts and units, nor have master dies been designed.

As a result, the range and variety of parts and dies are growing beyond all bounds and make planning and production more difficult. The national economy is suffering tremendous losses.

To bring order into the design, production, and exploitation of dies, it is necessary to organize a special bureau in the Administration of Standardization of the Gostechnika (State Technical Commission) and the appropriate ministries.

The undersigned has come to this conclusion on the basis of his experience in the First State Bearing Plant imeni L. M. Kaganovich, which he helped to launch and where he standardized the methods and equipment for cold stamping.

At this plant, all dies which were similar in configuration were broken down into 11 categories and 95 groups. This simplified the designs and reduced the cost of their production. Formerly, it was necessary to design 4,155 dies, involving 129,417 drafts; now, only 513 dies and 29,535 drafts are required.

It is time to correct this situation, all the more so since an ample fund of experience in this field already exists. -- N. Demidov, chief engineer of shop No 10, Saratov Bearing Plant

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